

### AMENDMENTS TO THE SPECIFICATION

Please amend the specification as follows where deletions are struck-through or double bracketed ([ ]) and additions are underlined. A substitute specification is attached hereto as Exhibit A.

At page 2, immediately following paragraph [0007], please insert the following heading and paragraphs:

### BRIEF DESCRIPTION OF THE DRAWINGS

[0008] FIG. 1 is a flow diagram of one example of a method for transporting postal deliveries in accordance with the teachings of the disclosure; and

[0009] FIG. 2 is a schematic diagram of one example of a device that employs the method of FIG. 1.

At page 2, please amend paragraph [0008] as follows:

[0008] [0010] Disclosed herein are combinations of various measures to carry out the delivery of postal parcels with the lowest possible energy expenditure and processing effort. As shown in FIG. 1, one method for transporting postal deliveries 10 may include determining the destination of a postal parcel at 20; determining the destination of several postal parcels at 30; placing the postal parcels for one electronic parcel compartment system into shared containers at 40; transporting the containers to the electronic parcel compartment system at 50; detecting a position and status of the postal parcels at 60; removing the postal parcels from the transport containers at 70; and distributing the postal parcels to different parcel compartments at 80. To avoid unnecessary transportation runs, especially in order to avoid empty trips and/or failed delivery attempts, it is especially advantageous to check whether the postal parcels are intended for delivery to an electronic parcel compartment system. This checking can be performed in a variety of ways, for example, by detecting a notice on the postal parcels and/or by comparing shipment and/or recipient identification data with database information.

At page 2, please amend paragraphs beginning with paragraph [0013] as follows:

[0013] [0015] Also disclosed herein is a device for storing the postal parcels as seen in FIG. 2. The device 100 is configured in such a way that it has an electronic parcel compartment system 110 and a means 120 to recognize an identification code on the postal parcels. Such a device 100 is suitable for numerous application purposes. However, it is especially advantageous to use this device in one of the methods described herein, or as a component of the shipping logistic system disclosed herein.

[0014] [0016] In an especially preferred embodiment of the device 100, the electronic parcel compartment system 110 can be connected to a conveyor 130 capable of conveying the postal parcels. In this manner, automated loading of the electronic parcel compartment system is possible, so as to reduce the effort required for the filling.

[0015] [0017] To further increase the efficiency of the device 100, it is also advantageous to connect the conveyor 130 to the electronic parcel compartment system 110 in such a way that the means 120 for detecting the postal parcels is arranged so as to ascertain the postal parcels fed to the electronic parcel compartment system 110 by the conveyor 130 conveying means.

[0016] [0018] The electronic parcel compartment system 110 can be adapted to the requirements of a specific logistic system and of the users who will be utilizing it. In such a preferred embodiment of the electronic parcel compartment system 110, the conveyor 130 is mounted movably in such a way that it can convey the postal parcels to different electronic parcel compartments 140. Another likewise advantageous embodiment of the electronic parcel compartment system 110 is configured in such a way that the compartments 140 of the parcel compartment system 110 can be moved within the parcel compartment system 110 and that an opening for depositing and/or removing of postal parcels is associated with the conveyor 130.

[0017] [0019] To integrate additional automated transport systems into the logistic system, to even more quickly and efficiently carry out the method, and/or to further improve the application possibilities of the device 100, it is advantageous for the device 100 to be connected to a stopping place 150 of a transport system for the automatic and/or remote-controlled conveyance of transportation containers. Advantageously, this embodiment is also

configured in that the conveyor 130 is arranged in such a way that it can convey the postal parcels held in the transportation containers from the stopping place 150 to the electronic parcel compartment system 110.

[0018] [0020] The following presentation of preferred embodiments shows embodiments in which a method for dispensing and/or receiving parcels, letters and freight shipments in an electronic parcel compartment system 110 is combined with automation of the conveyance and/or loading, or unloading of the parcel compartments 140.

[0019] [0021] At electronic parcel compartment systems (logistic hubs) 110, bundled parcels, letters, and freight shipments are either given to final recipients or received at central places aboveground. An additional traffic-reducing and cost-cutting effect can be achieved by filling and emptying the logistic hubs underground 160. This means that parcels, letters, and freight shipments could be fed in and picked up underground 160 by the logistic service provider. This can be done manually and semi-manually by a deliverer on site or else fully automatically by an IT-supported and remotely controlled system, for example, based on the technology of pneumatic tube containers, freight capsules or freight drones.

[0020] [0022] With the manual or semi-automatic filling and emptying on site, a number of execution variants are especially suitable. One such variant is where the person making the delivery of picking it up brings the parcels, letters and freight shipments to the logistic hub himself and feeds them, for example, through a freight elevator, into the underground system 160 (analogous, for example, to the current delivery system employed in restaurants or department stores). Another such variant is where the parcels, letters, and freight shipments are already on site (delivery or pick-up is done by means of an underground, remote-controlled transportation system) and the logistic hubs are then manually loaded or unloaded.

[0021] [0023] Depending on their characteristics, the parcels, letters, and freight shipments can also be in boxes, for example. The individual transportation units are provided with a bar code, a transponder, or other data carriers in order to ensure a precise individual routing as well as monitoring of the shipment (tracking and tracing) 170.

[0022] [0024] The fully automatic execution of the filling step and/or emptying step preferably takes place as described below.

[0023] [0025] The parcels, letters and freight shipments are delivered by a remote-controlled, underground transportation system directly to the logistic hub. Depending on their characteristics, the parcels, letters, and freight shipments are also in boxes. The individual transportation units are provided with a barcode, a transponder, or other data carriers in order to ensure a precise individual routing (as well as tracking and tracing).

[0024] [0026] The individual shipment units could then be semi-automatically introduced into or removed from the logistic hubs employing small-storage technology and IT-support.

[0025] [0027] All of the variants (manual, semi-manual, fully automatic) can be filled or else emptied with modular systems. Preferably, this is done by means of multi-loading, for example, by loading a complete row of multiple shipments. The transportation in the case of the semi-automatic and the fully automatic variants can be done via conduit or tunnel systems. The modular loading and unloading units are filled or else emptied in a base location (parcel center, delivery bases or warehouses). The loading and unloading units can either themselves be transported, via rail or overhead monorail, to the individual delivery machines or to other logistic hubs or else they are consolidated in larger clusters and integrated into transportable systems so as to reach the individual delivery machines (logistic hubs). Moreover, individual runs, that is to say exclusively loading or unloading of a single delivery machine (logistic hub) or else multiple runs – sequential – to several delivery machines (logistic hubs) are possible consecutively (without returning to a base location).

[0026] [0028] The foregoing description is given for clearness of understanding only, and no unnecessary limitations should be understood therefrom, as modifications within the scope of the disclosure may be apparent to those having ordinary skill in the art.